



## **SOUTHWAY AND SNAKE RIVER AVENUES**



## **ENVIRONMENTAL STUDY**

# **PUBLIC WORKSHOP SUMMARY**

**FEBRUARY 24, 2005**



# **Southway to Snake River Avenue Environmental Study**

Project # STP-7014(102)

Key # 9029

## **First Public Workshop Summary**

### **Time/Date/Location**

February 24, 2005 (4-7:00 p.m.) – Lewiston Community Center, Lewiston, ID

### **Staff Attendance**

Bryan Foote (Horrocks)	Tom Allen (Horrocks)
Jim Horrocks (Horrocks)	Lowell Cutshaw (City of Lewiston)
Sandi Hagemann (City of Lewiston)	Lynda Friesz-Martin (LFPR)
Brandon Coates (LFPR)	

Lynda Friesz Public Relations (LFPR)

Horrocks (Horrocks Engineering)

### **Meeting Participants' Demographics**

- A total of 35 people attended the workshops.
- 24 participants were male.
- 11 participants were female.
- 27 attended the first workshop.
- 8 attended the second workshop.
- 3 participants were representing local elected officials and agencies.
- 32 participants were property owners or interested citizens.

### **Public Workshop Schedule**

February 2, 2005	Brochures mailed to stakeholders
February 10, 2005	Newspaper ad appears in the Lewiston Morning Tribune announcing the workshop times and location
February 16, 2005	Reader Board providing workshop information placed along the project area
February 16, 2005	Newspaper ad appears in the Lewiston Morning Tribune announcing the workshop times and location
February 18, 2005	Press release distributed to local media inviting the public to attend the open house public meeting

February 18, 2005	Public Service Announcement distributed to local media inviting the public to attend the open house public meeting
February 20, 2005	Newspaper ad appears in the Lewiston Morning Tribune announcing the workshop times and location
February 24, 2005	Newspaper ad appears in the Lewiston Morning Tribune announcing the workshop times and location
February 24, 2005	Open House Public Workshop held at Lewiston Community Center, Lewiston, Idaho
March 10, 2005	Public comment period ended

### **Stakeholder List**

All mailings were sent to stakeholders near the project area through a zip-code mail drop. A total of 3,655 addresses were included in the mailing. A stakeholder list was created for mailings and includes property owners, city, county and state officials, state and federal agencies, interested citizens and the media. The stakeholder list grows throughout the project as additional stakeholders request to be included.

<b>Feb. 2005 Brochure Mailing Total</b>	<b>3,655</b>
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### **Meeting Overview**

Two (2) Public Workshops were held February 24, 2005 at the Lewiston Community Center in Lewiston, Idaho. The purpose of the workshops was to serve as part of the formal NEPA scoping process, gather public input, identify issues, and find out what is important to the community as we consider roadway improvements to Southway and Snake River Avenues.

Several project displays were set up to provide project information prior to the workshops' presentations. Displays included: welcome, project purpose, environmental process, environmental issues, pedestrian accommodations, and traffic projections. Workshop attendees were divided into workgroups where they could participate in exercises to identify issues and concerns about the project. A 15 minute PowerPoint presentation providing an overview of the project, the NEPA process, funding, schedule, known environmental issues, traffic projections and engineering challenges was given. The workgroups then identified their issues and concerns for the project. Through an issue identification exercise facilitated by the project team, several issues were identified and summarized into a category which is listed below (see issues identified). The issues were ranked by the workshop participants using a nominal group input method to identify the issues' perceived importance. Each issue had sub-comments that were recorded in each workgroup. The comments from each workgroup are also included in the summary. Three (3) written comments regarding the project were received after the workshop. All of the comments received after the workshops are included in the "Additional Comments" section of the summary. Comments were collected from February 24, 2005 through March 10, 2005 regarding project.

### **Issues Identified at the Workshops (listed in order of importance)**

1. Transportation System Management & Bottleneck/Overall Master Plan
2. Access
3. Parking
4. Pedestrian/Bike Safety
5. Noise Impact, Pollution & Storm Water Runoff
6. Parks
7. Impact to Business & Economic Impacts
8. Landscape, Aesthetics and Visual Resources
9. Safety
9. Railroad
9. Cost
10. Context Sensitive Design (CSD)
11. Constructability
11. Construction Impact
12. Land Use
13. Existing Roadway Conditions
13. Fiscal Responsibility
13. Utilities

### **Workshop 1 Group 1**

#### **Bottleneck/Overall Master Plan**

- Southway Ave. needs widened road down 14<sup>th</sup> (street) to college (Lewis and Clark State)
- New approach for northbound Snake River Ave. traffic to Clarkston at Southway Bridge (Bryden Canyon/Snake River Avenue connection)
- Connection with arterials: according to Lewiston master traffic plan – 16<sup>th</sup> Ave. traffic
- Snake River Ave. bottlenecks to traffic going downtown. How will extra lanes help?
- Traffic bottlenecks at end of project
- Intersection of Bryden Canyon and Snake River Avenue
- Will rerouting require major traffic study further reaching than 8<sup>th</sup> Ave. – to impact timing of signals (look at traffic impacts on entire system)
- Land use
- What is long-term plan for Snake River?
- Snake River Ave. bottlenecks to one lane for bridge traffic to Clarkston. How will extra lanes help?
- Can we transition 4 lanes in such a short stretch of road from Southway Bridge
- The back up of traffic to 8<sup>th</sup> Street is/has been a problem (evaluate 8<sup>th</sup> Street intersection operations)

#### **Access**

- Easy access from major streets to residential areas
- Impact and increased traffic on Prospect Ave. surrounding residential area
- Possible development across from Zip Trip? How will it affect/accommodate it?
- Keep Prospect Ave. open for safety exit (emergency vehicle access to Prospect Ave.)
- Prospect Ave. should be one way from Southway Ave. – Don't want traffic
- All access – ingress/egress

- Southway Ave. slows to residential district to eastbound traffic – How will extra lanes help?

#### Parking

- Curb and gutter
- Access
- ROW (right-of-way)
- All parking (both business and recreational)

#### Pedestrian

- Easy access for foot traffic from residential areas to bike path
- Where sidewalks are placed
- Pedestrian, bike traffic
- Pedestrians and bikes
- Sidewalks
- Walkways/pathways from Prospect Ave.
- Pedestrian bridge over Snake River Ave. at Southway needed

#### Pollution

- Noise pollution
- Light pollution

#### Impact to Business

- Will you acquire E/W right-of-way just one side (will right-of-way be acquired on the east, west or both sides of Snake River Avenue)
- Right-of-way
- Signage – room for it
- Impact to businesses during construction phase

#### Railroad

- Railroad spur is not historic to most of us, the original railroad depot is historical

#### Context Sensitive Design (CSD)

- Left turn lane for bullet factory (Alliant Techsystems)
- Left turn lane at ATK (Alliant Techsystems)
- Proper design of Southway/Snake River Ave. intersection to handle truck traffic and access to Bypass Levee
- Interchange both ends
- Landscape

#### Constructability

- Storm drainage
- High water table, constructability (potential construction issue resulting from high water table)

#### Fiscal Responsibility

- Use of money

#### Utilities

- Not underground
- Power poles

### **Workshop 1 Group 2**

#### Transportation System Management

- Concerned with going from 4 lanes to 2 lanes Southway to 8<sup>th</sup> Street
- Designated free right turns at intersections

#### Access

- Three lane facilitates business access at a greatest impact to road width (concern with additional width required to add a turn lane)
- Can turning points be consolidated to just a few

#### Parking

- Need better parking for Kiwanis Park
- Parking on Snake River Ave. east side
- Safety of pedestrian crossing to picnic shelter – Snake River Ave. parking too far

#### Pedestrian/Bicycle Safety

- Safe pedestrian/bike/vehicle environment
- Safety issue of walkers on walk path – concrete barrier
- Pedestrian overpass at Snake River and Southway (intersection)
- Traffic lights at pedestrian crossings – who regulates?
- Safe way for residents on the hill to cross Snake River Ave.

#### Noise

- Noise Abatement on Southway residential

#### Economic Impacts

- Retain economic viability of the corridor
- In order to increase the roadway to 25 ft – will you move the existing businesses or the park

#### Landscape

- Improved appearance and landscaping of the corridor

#### Visual Resources

- Snake River looking west is one of the most beautiful views in the city – a resource

#### Safety

- Four (4) lanes on Snake River Ave. – increase speed, less safe
- 11<sup>th</sup> Street and Snake River Ave. intersection – LCSC (Lewis and Clark State College) traffic, may need lights

#### Railroad

- Can we get rid of the railroad tracks? How much is it used?

#### Cost

- Where does the other 8% of the funds come from? (92% federal)

### **Workshop 2 Group 1**

#### Transportation System Management

- Manage traffic effectively
- Run (improvements) all the way to Blue Bridge
- 8<sup>th</sup> Street intersection needs improvement
- Confusing directional signage
- Prospect/Southway intersection improvements needed – traffic cuts through American Insurance parking lot

#### Access

- Business
  - Access/ingress
  - Traffic flow
  - Signalization
- For business access – How long to tie up Snake River traffic? – Could kill some businesses
- Access up 11<sup>th</sup> Street – What access to Normal Hill?
- Access road from Bryden and the Elks area – Ways to open traffic on Southway and Snake River Avenues
- ATK access (Alliant Techsystems)

#### Parking

- Parking
- Event parking at Kiwanis Park
- Truck and boat trailer access and parking
- Boat launch
- New Rotary Family Park

#### Pedestrian and Bicycle Safety

- Bicycle safety
- Pedestrian safety

#### Storm Water Runoff

- Storm water runoff management
- Flooding

#### Noise Impacts

- Residential impacts

#### Parks

- How does this fit with the Rotary Club proposal for the west side of Snake River Ave?
- Incorporate recreations and greenbelt with businesses

#### Aesthetics

- Remove power lines/power poles at intersection for aesthetic reasons
- Maintain view corridor
- Roadside landscaping

#### Safety

- Sight distance at corners
- Would power lines go underground?
- Prospect Ave. intersection with Southway
- Future of railroad tracks – hazard to foot traffic
- On and off ramps on both Lewiston and Clarkston side are very hazardous – need clover leafs
- Getting onto Bryden Canyon (ramp intersections of Snake River Avenue and Bryden Canyon Road)
- Fire access and defense – hydrants, etc. (access for fire trucks and homeland security issues associated with emergency evacuations without the bridges)
- Lighting at parks and roadway

#### Land Use Changes

- What is the future of Primeland and the cement plant? What are their plans?

#### Rail Road

- Do they still use the rail lines or could we use that space?

#### Cost

- Finance
  - LHTAC 92.66% (federal funds)
  - City costs?

#### Construction Impacts

- Business access during construction
- November – February

#### Existing Roadway Conditions

- Pavement condition (poor) caused by truck traffic
- 17<sup>th</sup> Ave. road closure causes traffic to use residential areas as an alternate route

#### **Additional Comments (submitted after the workshops)**

1. Please identify and describe environmental issues, problems, and/or needs that you feel exist in this corridor.
  - Parking on Snake River Ave.
  - The bike path between Snake River Ave. and 7<sup>th</sup> St. on Southway Ave. is a wonderful amenity. Any plan should preserve it.
  - The Reno Addition is one of the few contiguous neighborhoods in Lewiston. Its integrity should be preserved.



2. Please identify anything you feel should be studied in depth as part of this environmental assessment.
  - Expand roadway and buffer in the direction of the park.
  - Add middle turn lane.
  - 3 lanes should be enough.
3. Please identify anything you feel does not need to be studied in depth as part of this environmental assessment.
  - Better parking for the park and pathway users.